

**Design Process**

The design provided by Donley's team and its lead architect, Wisnewski Blair, has evolved through extensive involvement with the many stakeholders involved in this project. These stakeholders include citizens, downtown business representatives, city council members, city staff, members of the architectural review board and local historians.

The process of gaining local input and acceptance began with public meetings and progressed to an appointed committee whose task was to work with Donley's team to develop a design that achieved the following objectives:

- An overall size and mass consistent with existing downtown structures
- Architecture consistent with the history and existing architecture of downtown Fredericksburg
- A design complimentary to likely future development along Sophia Street

Over the past few months, the architecture of the parking structure evolved through many alternatives before reaching the final design. The process included visits by a number of City task force members to other parking deck locations within historic Virginia cities. Donley's Design Architect accompanied the task force members on these visits to gain their input. Following these visits, multiple meetings of the task force were held to review alternative concepts and modifications of these designs.

The final design represents a unanimous selection by the committee as the solution that best fits the objectives given to the task force. This unanimous decision, over alternatives that were also well accepted, indicates the popularity and "fit" that the final design achieved among a large, diverse and knowledgeable design task force.

**Overall Architecture**

The final design of the deck is true not only to the history and architecture of downtown Fredericksburg, but also to the character of Sophia Street, the main street on which the deck is located. Multiple rooflines and protruding and recessed walls along each elevation help to reduce the massiveness of the parking deck. These elements give this single structure the look of multiple smaller factory/warehouse buildings that once were prevalent along Sophia Street.

The rooflines, "window like" openings and combination of brick and stone facades provide the structure with the appearance of these early Fredericksburg factories and warehouses. Specific attention was taken to maximize the historical architecture on the Sophia and Wolfe Street facades, where the garage borders these main streets and looks over the future river walk. Variations in each portion of the façade--rather than being artificial--have meaning and function.

For example, the higher and visible roof along Wolfe Street draws people to the vehicular entrance point of the deck. Similarly, the higher and visible roof and large oversized opening with stone highlights at the corner of the building at Wolfe and Sophia help to highlight the functional pedestrian entrance and stairwell at this corner location. Similarly, focal points at the northeast corner, south-west corner and middle of the west elevation highlight an optional valet entrance, an elevator tower, pedestrian entrances and west stairwell respectively. The result is that pedestrians will be drawn to functional areas. In addition, by tying function to architectural features, a "true" building is created. This approach avoids the creation of an artificial Disneyland-like façade, where form is not tied to function.

Care was taken to hide those areas of the deck that must remain open to satisfy open air code requirements for a parking deck. These areas have been segregated to the west elevation that faces the Executive plaza and to the less noticeable northwest corner.

Care has also been taken in both the functional and architectural design to minimize the visibility and negative architectural impact of ramping and other structural elements. This is accomplished by having no ramping on the north and south sides and locating one half of the ramping system on the side facing the Executive Plaza. In any case, where a structural member is visible from the exterior, it will be painted to complement the exterior architectural facade of the deck.

On the Sophia and Wolfe Street sides, the visibility of the ramp and other structural members is minimized by a combination of architectural features including: a step-down of the façade, smaller openings, decorative shutters that may be closed in some cases, decorative grillwork to provide openings with the appearance of windowpanes and, finally, painting of any remaining interior structural members that may show through.

To live up to what we believe to be an award-winning design, high quality finish materials have been specified to complete the architectural statement and historical appearance of this structure. All exterior brick and stone will be hand laid. The architect has specified two stone selections: Caramel Country LedgeStone CSV 20007 and Wisconsin Wetheredge Limestone CSV 2091. An oversized brick, King William, Antique, Rocky Ridge, Redland has been specified to tie into the historical architecture achieved in this design.

Synthetic slate will be used on the highlighted roof areas identified in the architectural drawings. Decorative grillwork, creating the look of window panes, will be made of aluminum for durability and reduced maintenance and will help hide barrier cables required for parking safety. The elevator back will have glass windows with mutton bars to increase passive security and further enhance the intended historic factory/warehouse architecture.